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SOURCE Avtomobil'naya i traktornaya promyshlennost', No 4, 1950.SOVIETS BOAST AUTOMOTIVE IMPROVEMENTS

The award of 42 Stalin prizes to engineers and innovators in the automobile and tractor industry in 1949 reflects the great successes achieved by Soviet science in this field.

The Pobeda car represents such an achievement. It is the best among present-day vehicles of this type in respect to speed, economy, durability, and road performance.

The DT-54 Diesel tractor is another example. Its motor embodies the following innovations: a double system of air filters; both coarse and fine filters for fuel and oil; interchangeable, thin-walled bearing bushings; chrome-plated piston rings; and tempered cylinder sleeves. As a result, the motor can be operated 2,000 hours without need of repairs.

To increase the durability of the transmission and working parts of the DT-54, the roller bearings, which are sealed off with metal and rubber, are lubricated with oil rather than grease; the cardan shaft has elastic and resilient elements; the clutch pedal is interlocked with the gear shift mechanism [sic]; the driving gear of the side transmission and its bearings are housed in the same chamber.

Good road performance has been achieved in the GAZ-63 truck. Advantageous distribution of weight on the axles, special gear ratios in the transmission, good coordination of the rear and front wheels, ample overhead clearance, tires with well-chosen dimensions and good road-hugging ability, and high motor power permit the truck to move with considerable speed over bad roads and roadless terrain.

In 1949, multiple-spot welding machines were introduced for the first time in the Soviet Union for welding the units of the metal cab and empennage of the ZIS-150 truck. This permitted a changeover to series production of all-metal, more solid, and comfortable cabs for the ZIS-150, and at the same time yielded great savings in electric power, production area, and labor consumption. It also reduced the amount of rejects.

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New machines have been introduced into the industry for the hot rolling of bearing races, having the following dimensions:

<u>Diameter</u> (mm)	<u>Height</u> (mm)
80-250	Up to 60
150-300	65
Up to 650	Up to 130

In 1949, the Moscow First State Bearing Plant produced about 4 million races by hot rolling, saving a considerable amount of metal, fuel, electric power, and labor. This method is rapidly spreading to other plants.

The Moscow Automobile and Electrical Equipment Plant No 2 produced a new type of insulation material and perfected the technique of producing high-quality spark plugs for the ZIS-110 car.

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